

CITY OF CORVALLIS
COUNCIL POLICY MANUAL

POLICY AREA 7 - COMMUNITY IMPROVEMENTS

CP 91-7.03 **Assessment - Street Improvements**

Adopted July 10, 1989

Affirmed October 7, 1991
Revised November 6, 1995
Revised November 1, 1999
Affirmed October 20, 2003
Affirmed October 15, 2007
Revised November 7, 2011

7.03.010 **Purpose**

To establish guidelines for determining assessment charges for street improvement projects

7.03.020 **Policy**

7.03.021 **Local Streets**

- a. The function of local streets is to provide access and service to adjacent property. Adjacent residential property derives benefit from local street improvements through access, ability to develop, parking, drainage, and safety. These benefits are provided in a typical 28-foot wide street improvement which includes surfacing, curbs and gutters, and drainage.
- b. Commercial, industrial, and institutional properties derive the same level of benefit from a local street as described above. Some commercial, industrial, and institutional developments require a street wider than 28 feet to safely accommodate higher traffic volumes and larger vehicles. -
- c. Based on the finding of benefit, residential properties adjacent to local streets will be assessed the cost of improvements for actual street width up to a total width of not more than 28 feet. Commercial, industrial, and institutional properties will be assessed the equitable and fair cost of improvements for street width needed to serve them.

- d. Property owners are responsible for constructing and maintaining sidewalks along public streets in accordance with City of Corvallis Municipal Code Chapter 2.15.

7.03.022 Arterial and Collector Streets

- a. The function of arterial and collector streets is to move large volumes of traffic in an effective way. The arterial and collector street system is identified within the Corvallis Transportation Plan.
- b. Since arterial and collector streets carry higher volumes of traffic than local streets, different standards are used for improvements. These standards include additional traffic lanes, pavement thickness, turn lanes, traffic signals, bikelanes, landscaping, and lighting. Adjacent property benefits from arterial and collector street improvements much the same as being adjacent to a local street since the improvements provide access and ability to build. The community as a whole benefits from bikelanes which provide alternate modes of transportation and other extra capacity features such as turn lanes, which move traffic more efficiently.
- c. Based on the finding of benefit, residential properties adjacent to arterial and collector streets, with the exception of developed single family residential properties existing at the time of street improvements within RS-3.5, RS-5, or RD-6 districts as approved by community vote on May 16, 1989, will be assessed proportionate improvement costs equal to the actual width of one lane in each direction plus the width of any on-street parking up to a total width of not more than 28 feet. The exception of single family residences as described above does not negate the City's ability to collect recovery charges for public improvements from an established Zone of Benefit or Infrastructure Cost Recovery Charges as provided for in chapters 2.16 and 2.18 of the Corvallis Municipal Code.
- d. Based on the finding of benefit, commercial, industrial, and institutional properties adjacent to arterial and collector streets will be assessed proportionate improvement costs equal to the full width of the street except as reduced for extra capacity as covered in 7.03.023.

7.03.023 Adjacent Property Obligation

- a. Each property shall contribute to the cost of adjacent street improvements made to an appropriate urban standard. These costs will be proportionate to the benefit received. The contribution shall be made through a property assessment levied at the time of the improvement.

- b. This contribution shall be a one-time obligation with the community being responsible for extra capacity costs, and recurring maintenance, reconstruction, and operation costs following improvement to an appropriate urban standard.

7.03.024 Funding Sources for Street Improvements

- a. Funding for street improvements shall be derived from a variety of sources and be consistent with benefit and obligation. The full amount of revenue derived from property assessments shall be the first source of funding utilized for street improvements.
- b. Remaining street improvement costs are a general obligation of the community and will be derived from appropriate sources including street SDC funds, federal and State highway funds, grants, current street fund revenues, property tax supported bonds, or other sources.

7.03.025 Method of Street Assessment

- a. Total project costs to be assessed are distributed to benefitted properties on the basis of frontage and area. The cost per front foot shall be computed by dividing one-half of the total cost by the length of property fronting the improvement. The cost per square foot shall be computed by dividing one-half the total cost by the total square footage to be assessed.
- b. The improvement district boundary shall be the benefitting area which extends one lot deep from the improved street. For purposes of this policy, a lot is defined as the area of land typically associated with the land-use designation. On corner lots, the area benefitting shall be the area bounded by: the property line fronting the street, a line drawn from the intersection corner to the interior corner of the lot, and the interior lot line.
- c. Assessments of peculiar areas which do not fit the typical assessment method shall be made by methods equitable under the existing conditions.
- d. It is the intention of the City Council that no person would lose ownership of that person's owner-occupied home as a result of foreclosure to collect an assessment lien for a City-initiated process to form an arterial or collector street improvement district.

7.03.030 Review and Update

This Community Improvement Policy shall be reviewed by the Public Works Director every 4 years in October and updated as appropriate.